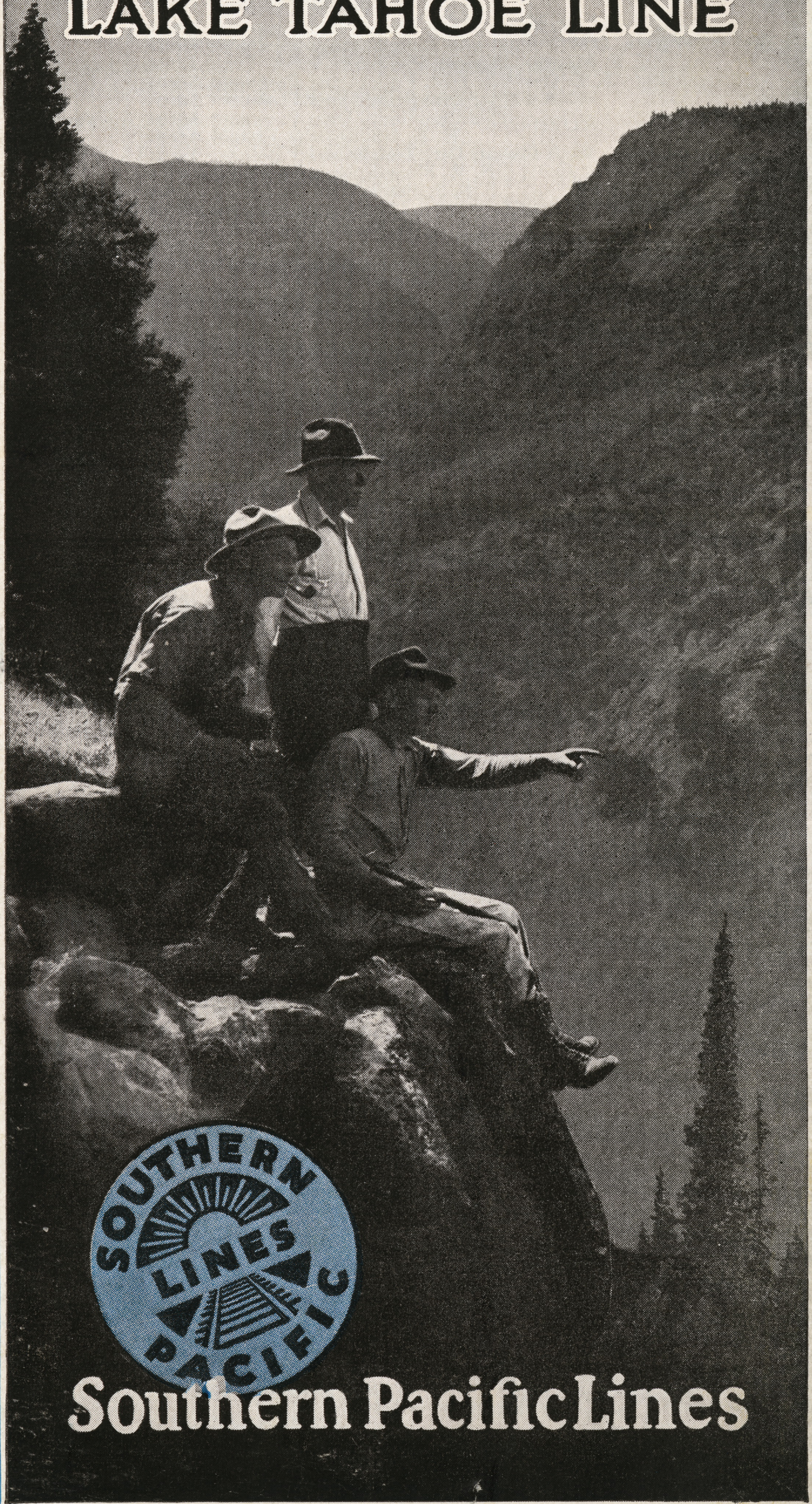
WAYSIDE NOTES

OVERLAND ROUTE

LAKE TAHOE LINE



Southern Pacific Lines

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1,800 feet. Most of the lake is in California; the eastern and part of the northern shores are in Nevada. It is completely hemmed in by snow-capped mountains, their peaks varying in height from 8,250 to 11,120 feet above sea level. On its pine-fringed and indented shores are many charming resorts with attractive and comfortable hotels and numerous privately owned cottages. A twin-screw steel steamer makes the seventy-two mile circuit of the lake daily during the season, calling at boat landings of all resorts. Over sixty named smaller mountain lakes and many unnamed, together with numerous trout streams, are in this wonderful region, from two to twenty-five miles from Lake Tahoe by auto road or horse trail.

At the Lake Tahoe terminus of the railroad and right on the shore of the lake in a beautiful timbered park is Tahoe Tavern. Tennis, golf, boating, fishing, bathing, mountain climbing and kindred sports in this wonderland of mountains and lakes make this an alluring spot in which to spend a vacation. There is in course of construction a tent city. Everything is done to insure the comfort and pleasure of the guests. For information regarding Lake Tahoe resorts ask any Southern Pacific Lines Agent for a Tahoe Region folder.

Tioga Pass Road, Lake Tahoe to Yosemite National Park—

An added attraction to the Overland Route, Lake Tahoe Line, during period July 15 to September 17 is the three-day 250-mile rail-and-auto detour from Truckee, under through ticketing arrangements, to Lake Tahoe, thence by automobile stages that follow for thirty-five miles Lake Tahoe's shores and proceed via Minden, Bridgeport and Mono Lake over the New Tioga Pass Road to Yosemite Valley. Leaving Yosemite the way is from El Portal via the Yosemite Valley Railroad to Merced, there connecting with Southern Pacific's San Joaquin Valley Line. Main line tickets through Truckee are honored from Merced to San Francisco, Los Angeles, or other destination, as the case may be. Detour fare, $44 extra.

The trip can be made in either direction, eastern tourists going in via Merced and out via Truckee, and from California locally round trip tickets to Truckee can be purchased.

Donner Lake—

From Truckee west the grade steepens as we wind among the crests of the Sierra summit. Eight miles from Truckee a most remarkable car-window view is had of Donner Lake, lying directly beneath us on the north. The best view of Donner Lake is about mile post 190 and at Summit, just west. It is three miles long, one mile wide, and 483 feet in depth, and is one of the most picturesque mountain lakes in California. The lake is named after the ill-fated Donner party, emigrants who were snowbound near its shores in the winter of 1846. Under the leadership of George Donner they toiled across Utah and Nevada, enduring many privations, and on the last day of October reached this point, not far from the summit of the Sierra. Here they were overtaken by heavy snow storms; their store of provisions gave out, and at last starvation was upon them. A few succeeded in crossing the Sierra on snowshoes, reaching Sacramento, but when the rescue parties arrived at Donner Lake they found that 36 out of 81 had perished. A monument has been erected to their memory at the east end of the lake. At Lake View, twelve miles west of Truckee, the full length of the lake, lying far beneath us, is a splendid sight. An outing resort with comfortable tent-houses and hotel service has been established on the western shore of the lake and is open during the summer season. It is reached by auto stage from Truckee, three miles.

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Soda Springs	6,752
Spruce . . .	6,543
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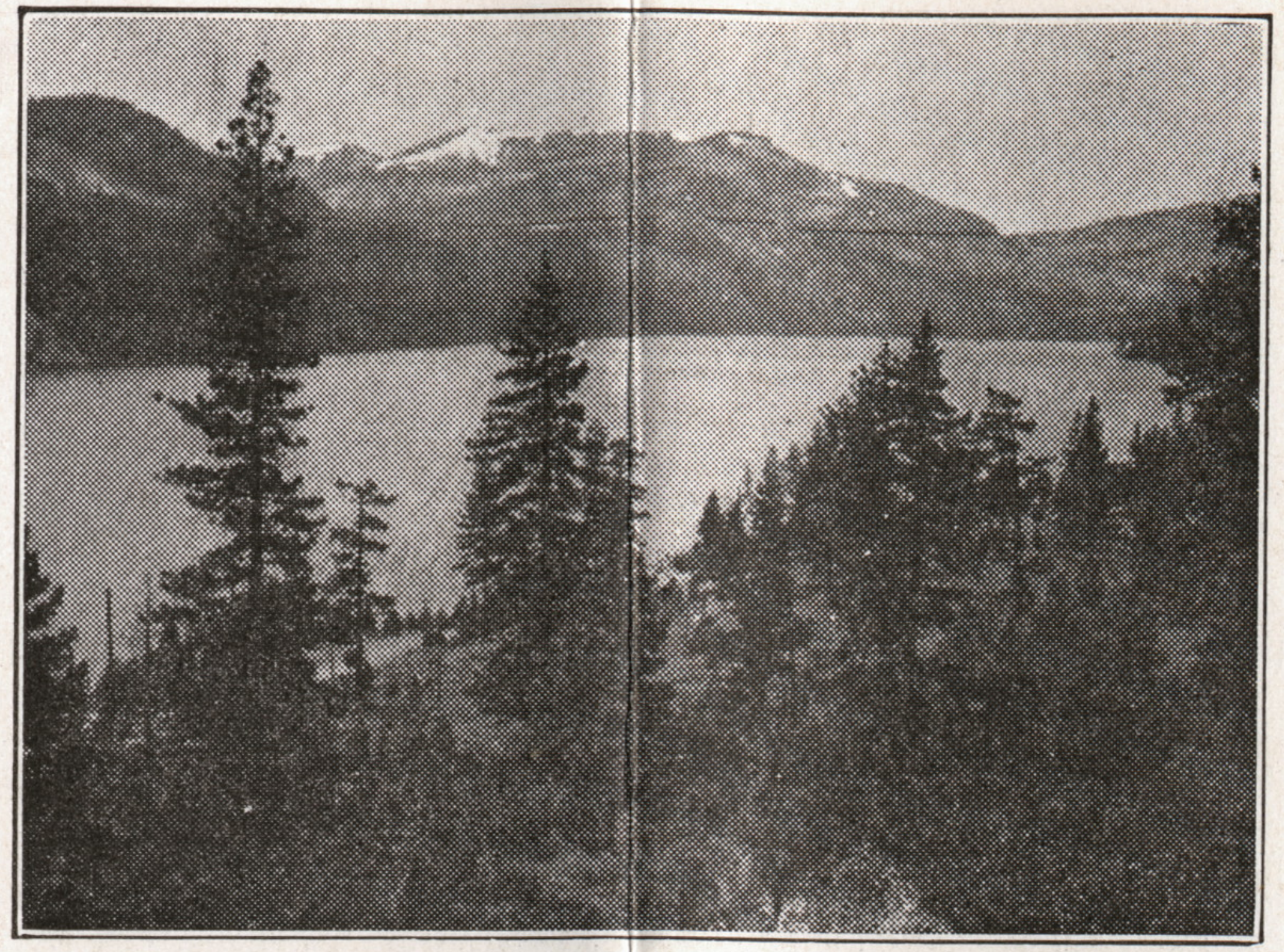
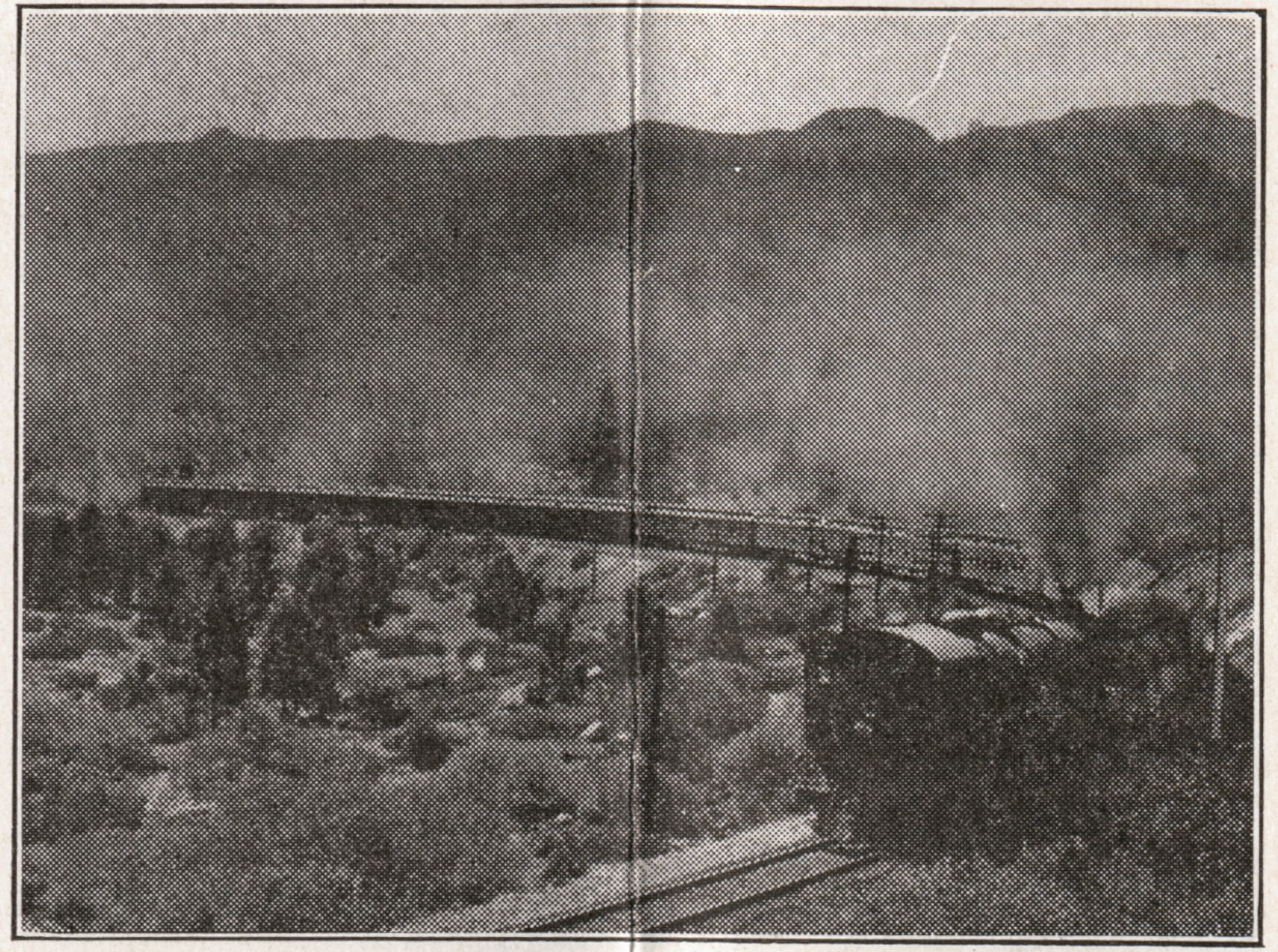
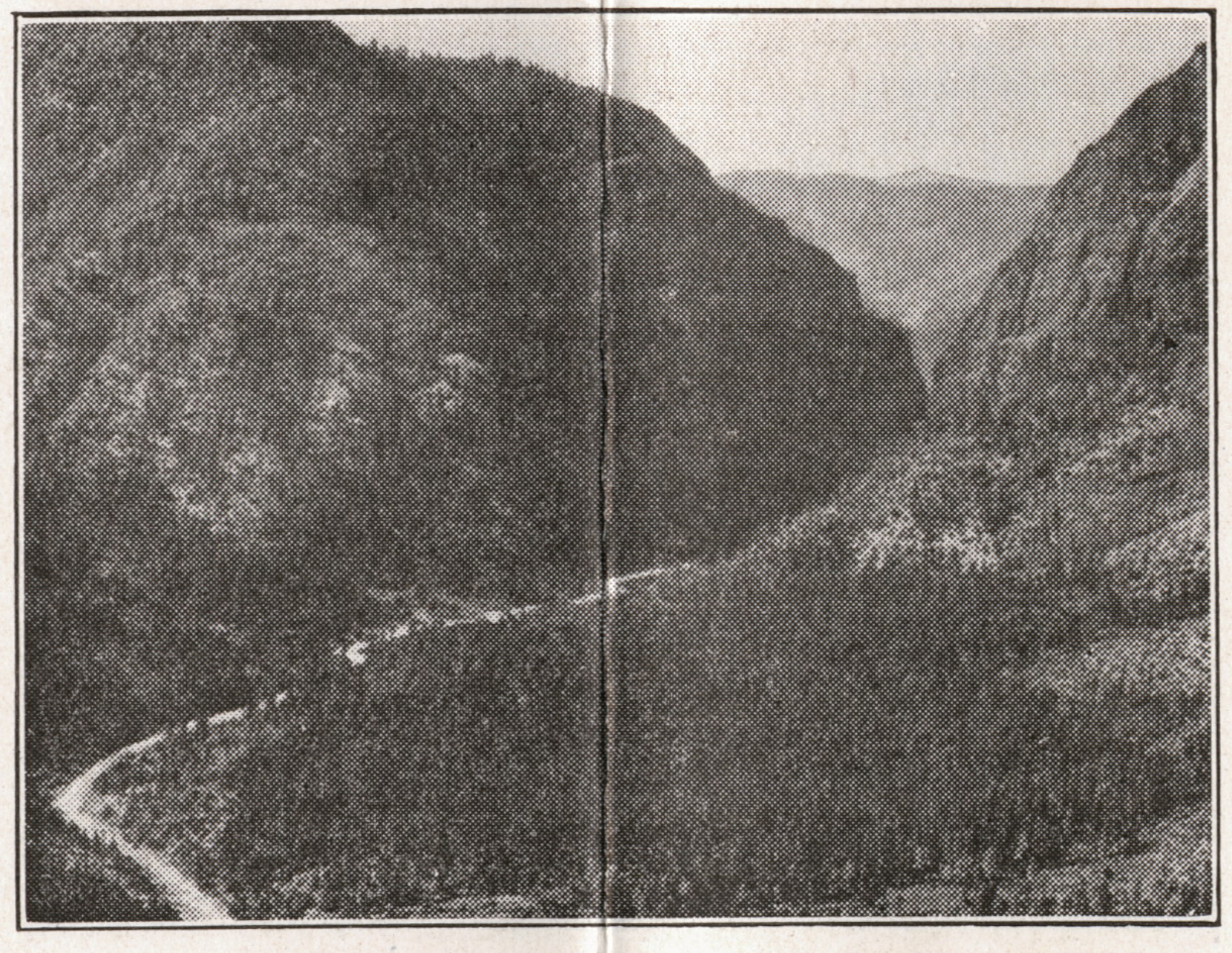
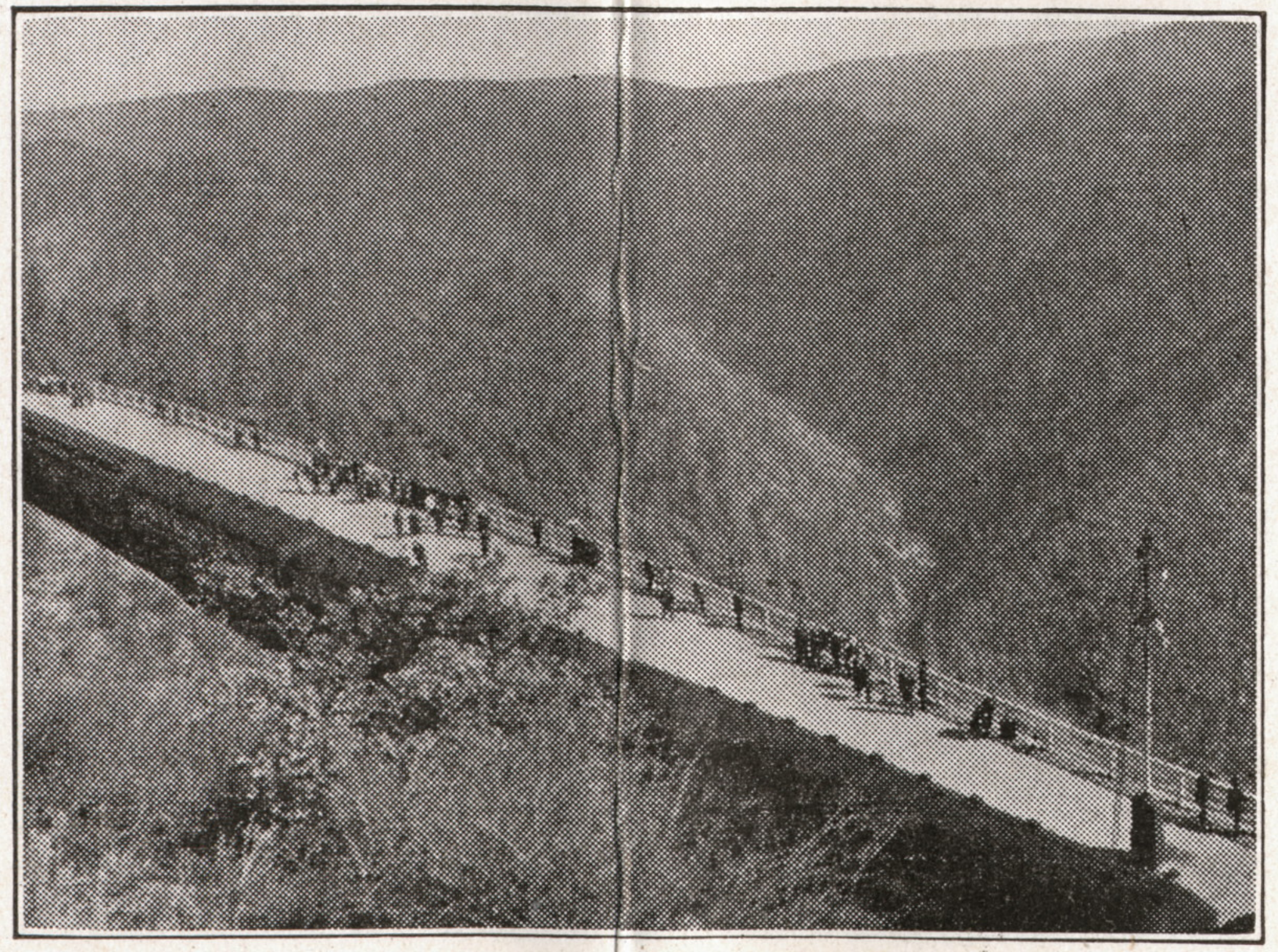

Donner Lake, Calif.


Winding Through the Sierra


American River Canyon

Observation Platform, American


Looking into American River Canyon

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In a pass above the present railroad track, the old emigrant road from the East crossed a divide and thence followed down the ridges of the Sierra and through the foothills to the Sacramento Valley.

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Blue Canyon—*Alt. 4,693.*

To San Francisco 167 miles.

Famous for its pure spring water—cold and refreshing. The beautiful scenery through which we now pass must not be missed by the traveler. Toward the south around mountain shoulders and along the heavily timbered canyon sides, the line follows the ridge above the American River, affording vistas of magnificent sweep across a hundred miles of mountains, range after range reaching into the purple distance. Into the abyss the mountain-sides slope at precipitous angles, sinking in almost sheer descent. The Sierra rises like a wall beyond, and ahead looms the rugged promontory of Giant Gap, pushing its bulky form far out into the canyon, the stream swirling in swift water around its base.

ALTITUDE
Midas—*Alt. 4,145.*

American—*Alt. 4,017. To San Francisco 160 miles.*

At American a stop of five minutes is made to allow passengers to view the American River Canyon.

We pass Towle, Alta and mountain resort towns in charming surroundings. Alta Lake is seen to the south near Alta station.

Dutch Flat and Gold Run are names associated with the romantic days of '49. The view from the car window to the north and south, over a vast area once the location of the most extensive placer mines in the world, brings to mind the mining activity of that time. Silent and deserted now, it spreads before you a great basin weirdly picturesque in its upthrusts of scarred rocks of brilliant coloring and strange formation.

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Gorge	3,904
Towle	3,700
Alta	3,606
Dutch Flat	3,390
Gold Run	3,227
Cape Horn	2,663

The predominating blue flower along the line is Lupin.

Colfax—*Alt. 2,418. Pop. 1,000.*
To San Francisco 142 miles.

A prosperous town in the midst of a fertile fruit-growing district. Here the orchards begin, the fruit including Hungarian prunes, pears and Tokay grapes.

To the first-time visitors to California, the Overland Route more completely than any other fulfills expectation by its rapid and sudden transition from snow-capped peaks, timbered heights and rugged canyons to foothills checkered with orchards and vineyards, gardens and flowers abloom, and homes surrounded by fertile valleys.

The Nevada County Narrow Gauge Railroad runs northward from Colfax to Grass Valley, 17 miles, and Nevada City, 23 miles, in a rich orchard, farming and mining region. From Colfax we pass through Lander, New England Mills, Applegate, Clipper Gap and Bowman, small stations in the hills, to Auburn, 18 miles.

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New England Mills	2,190
Applegate	1,965
Clipper Gap	1,745
Bowman	1,640

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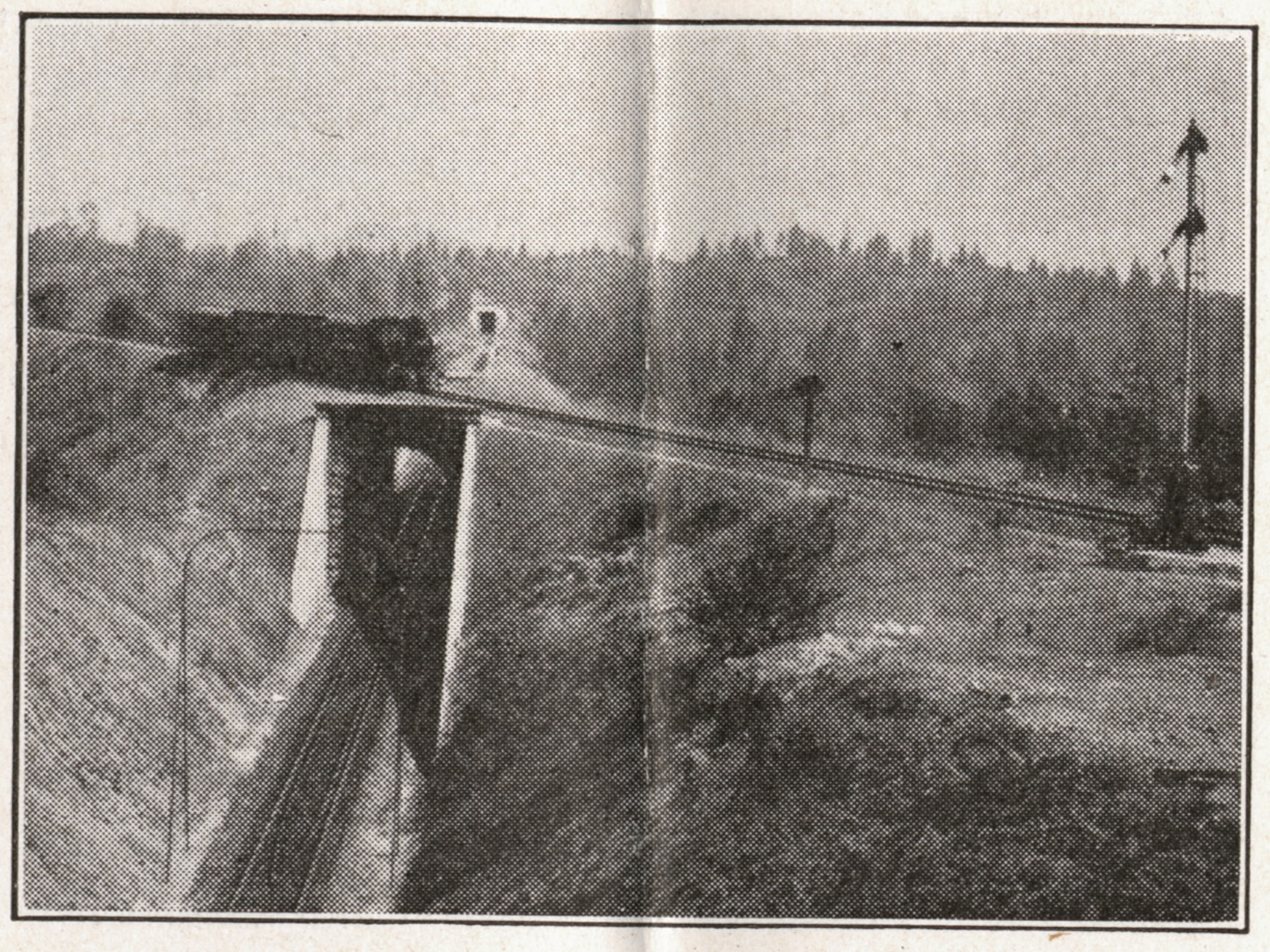
Old Placer Mines, Dutch Flat


Double Track, near Applegate

Near Auburn, Calif.

Peach Orchard, Newcastle, Calif.

Peach Orchard, Penryn, Calif.

Auburn—*Alt. 1,267. Pop. 3,300.*
To San Francisco 124 miles.

County seat of Placer County, is a pretty foothill city with attractive homes and public buildings. The westbound line passes south of the town, the eastbound passes to the north. The fertile hills for miles around are blanketed with vineyards and with orchards producing apples, peaches, pears, plums, prunes and cherries. To the west the great Sacramento valley is spread out like a map.

Newcastle—*Alt. 970. Pop. 700.*
To San Francisco 120 miles.

A prosperous foothill town and large shipping point for fruit. Cherry trees in this vicinity are remarkable for their size and yield. Passing Penryn, Loomis and Rocklin, the outlook over a great expanse of hills and valleys is ideal, the train winding among foothills covered with orchards and orange groves. Bungalows and attractive country homes are picturesquely situated on the hillsides. Near Loomis is the Government Experimental Station for fig-raising. At Rocklin there are large granite quarries, Rocklin granite being used in the construction of the beautiful State Capitol at Sacramento.

	ALTITUDE
Penryn	615
Loomis	402
Rocklin	249

Roseville—*Alt. 163. Pop. 6,500.*
To San Francisco 107 miles.

Roseville has extensive yards of Southern Pacific Lines and is the point of junction with the "east side" line of the "Shasta Route" northward to Portland and westward to San Francisco. Roseville is in a fertile farm and fruit section, producing plums, cherries, almonds, grapes and berries, and has the largest fruit-icing station in the West. To the east lie the foothills of the Sierra. Passing through Antelope, Walerga, Benali and Elvas, we reach Sacramento, 18 miles. Between Benali and Elvas we cross the American River, which joins the Sacramento River just north of Sacramento.

	ALTITUDE
Antelope	165
Walerga	110
Benali	55
Elvas	49

Sacramento—*Alt. 35. Pop. 101,000.*
To San Francisco 89 miles.

(Ten days' stopover allowed on all interstate tickets.) Capital of California, and seat of government of Sacramento County; the largest inland city of the state, one of its principal manufacturing cities, and the shipping point for a very large deciduous fruit region. Southern Pacific Lines' general shops are located here. It was here the first transcontinental railroad was planned and started. The city is situated on the east bank of the Sacramento River, one of the great waterways of the United States. This river is navigable for 75 miles above Sacramento.

The capitol building is an imposing structure, costing $3,000,000, situated in a beautiful park of thirty-five acres, which contains 120 varieties of trees from all regions of the world. There are many imposing public buildings and modern hotels. The residence section is adorned with a luxuriant growth of semi-tropic trees and plants.

Places of interest include the Crocker Art Gallery, containing one of the finest art collections in the West, and old Sutter's Fort, founded in 1839 by General John A. Sutter, who obtained a large grant in this region from the Mexican government. It is located in a public park bounded by Twenty-sixth, Twenty-eighth, K and L streets, and contains an interesting collection of pioneer relics.

A branch of Southern Pacific Lines extends eastward sixty miles to Placerville, a famous mining town founded in the glorious era of '49. Another branch line reaches south along the Sacramento to Walnut Grove, 25 miles.

Leaving Sacramento, we cross the Sacramento River. The beautiful yellow flower that covers the fields between Sacramento and Davis is "Goldfield," a variety of Baeria Chrysostoma, to which family belong the sunflower and dandelion.

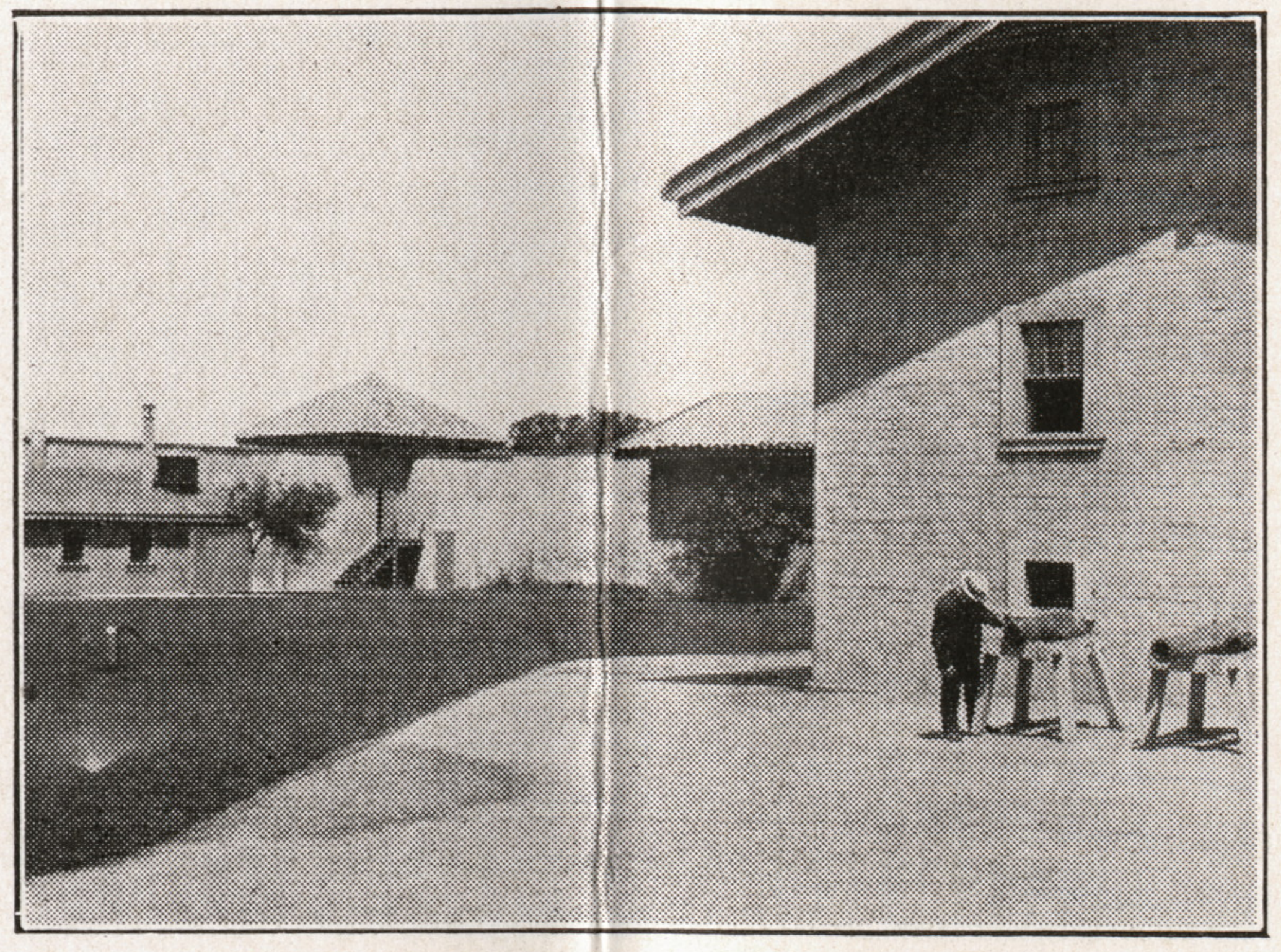
Davis—*Alt. 52. Pop. 1,900.*

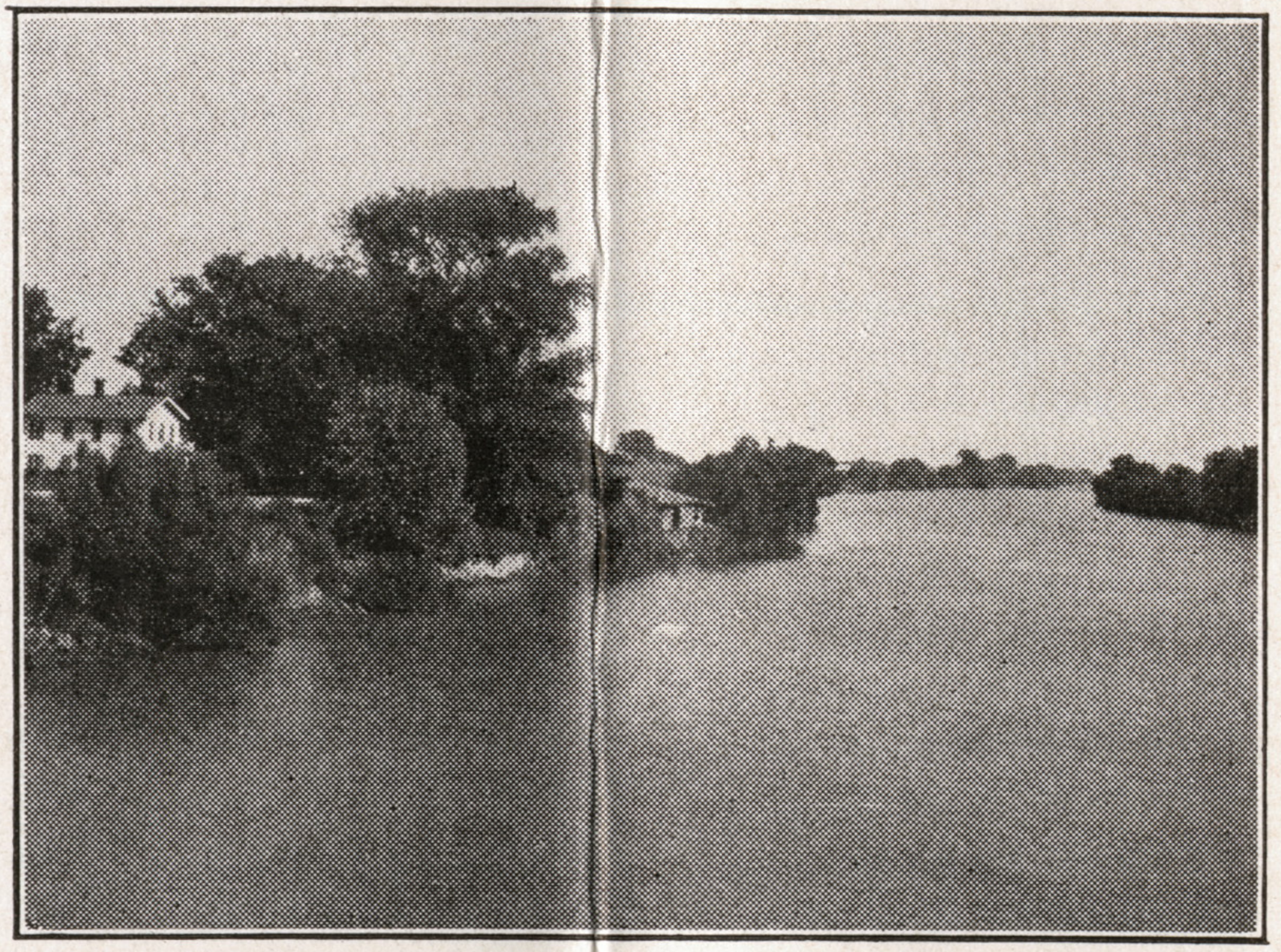
To San Francisco 76 miles.

Davis, 13 miles southwest of Sacramento, is the junction with Southern Pacific's west side Sacramento Valley line from Tehama, part of the "Shasta Route." At Davis is situated the State Agricultural College farm of 780 acres, conducted by the University of California. Leaving Davis, the line runs southwest 44 miles through an agricultural area extending south 20 miles into the marsh lands bordering Suisun Bay—an expansion of San Francisco Bay—and the mingled waters of the Sacramento and San Joaquin Rivers. We pass the valley towns of Dixon (pop. 1,028), Batavia, Elmira and Suisun-Fairfield (pop. 2,100), in a rich farming country devoted to the growing of alfalfa, fruits and nuts. There are many green dairy pastures in these lowlands.

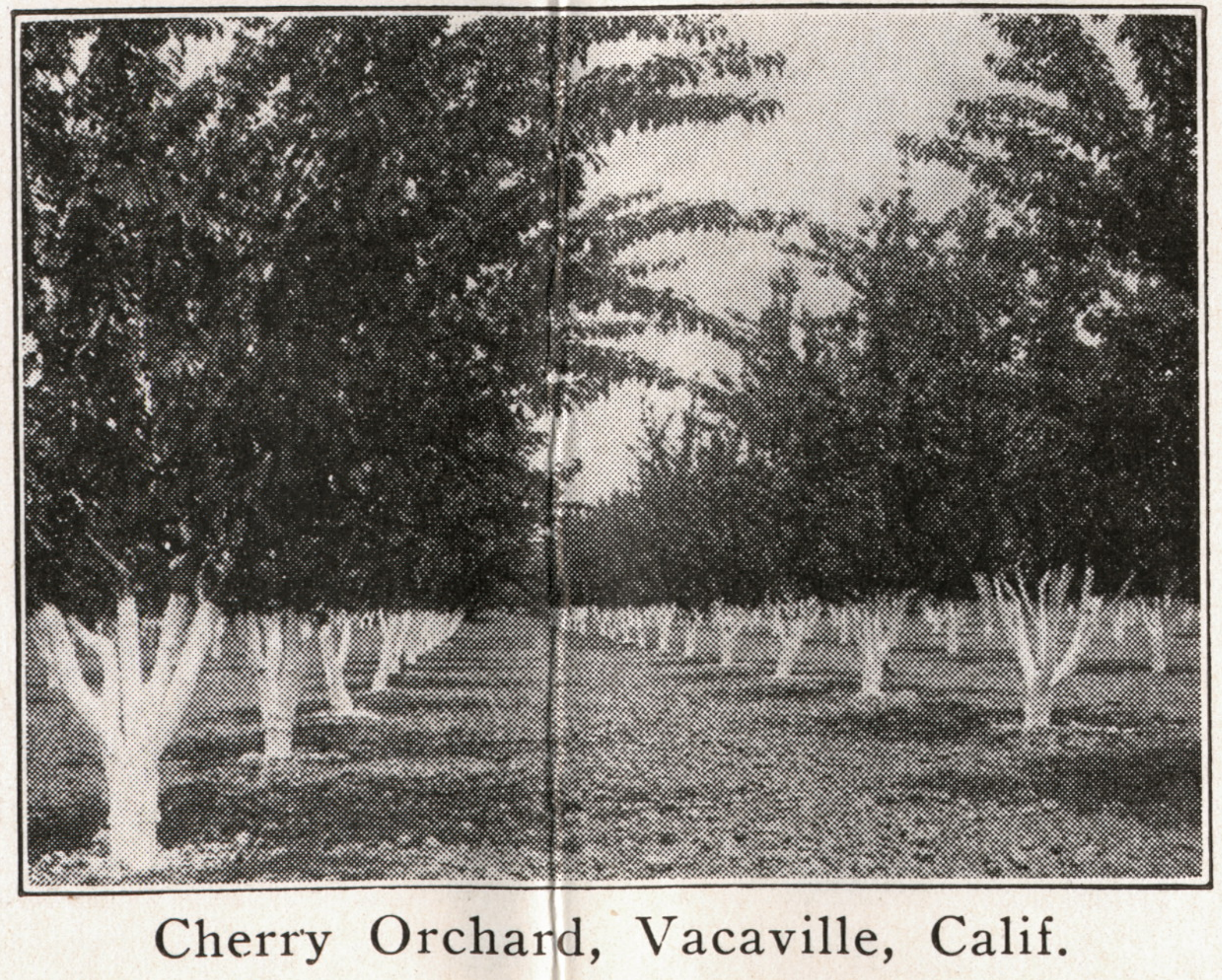
	ALTITUDE
Dixon	67
Batavia. . . .	67
Elmira	77
Suisun-Fairfield . . .	12

State Capitol, Sacramento


Sutter Fort, Sacramento


Walnut Grove on Sacramento River

Dairy near Dixon, Calif.


Cherry Orchard, Vacaville, Calif.

Toward the bay are tule marshes which are declared by many sportsmen to be the finest duck-shooting grounds in America. Several gun clubs have their preserves in this region. From Elmira, a branch of Southern Pacific Lines extends north 51 miles, through Vacaville, Winters, Madison, Esparto and Guinda to Rumsey, passing through a farming and fruit-growing section, including the fertile Vaca Valley, and the Capay Valley, which is watered by Cache Creek.

Fairfield, the county seat of Solano County, is situated directly north of the line at Suisun, the two practically forming one city. In the hills to the north is seen a large cement plant. From Suisun-Fairfield branch lines reach into the Napa and Sonoma Valleys, the former branch having its terminus at Calistoga and the latter at Santa Rosa. The Valley of the Moon, where Jack London lived, is in the Sonoma Valley. Tourists desiring to visit these fertile and picturesque regions may leave the main line either at Suisun-Fairfield or at Vallejo Junction, farther south.

Beyond Suisun-Fairfield on the main line we run south, across the Suisun marshes to Army Point, 19 miles, headquarters for the United States Army Signal Corps and Ordnance. The train skirts Suisun Bay for two miles to Benicia, on Carquinez Straits. Beyond the Contra Costa hills on the opposite shore rises Mount Diablo, elevation 3,896 feet.

Benicia—*Alt. 10. Pop. 2,693.*

To San Francisco 32 miles.

Was the capital of California in 1853-54. The old brick building which served as the Hall of Legislature is still standing and is now the Town Hall. You can see it from the train. There are tanneries and factories at Benicia, with deepwater frontage. Southern Pacific trains cross Carquinez Straits, one mile in width, from Benicia to Port Costa on the ferry boat CONTRA COSTA or the SOLANO, the largest train-ferries in the world, each capable of carrying twenty passenger coaches and four locomotives. The trains run on and off the great boats on aprons which rise and lower with the tide.

Port Costa—*Alt. 14. Pop. 805.*

To San Francisco 31 miles.

Junction for Southern Pacific's San Joaquin Valley lines. From Port Costa, where the largest ocean-going vessels load at docks, the railroad skirts the shore of San Francisco Bay to Oakland Pier, 27 miles, affording a sweeping view across the broad waters to the Marin County hills, Mount Tamalpias beyond. We pass several manufacturing towns with excellent transporta-

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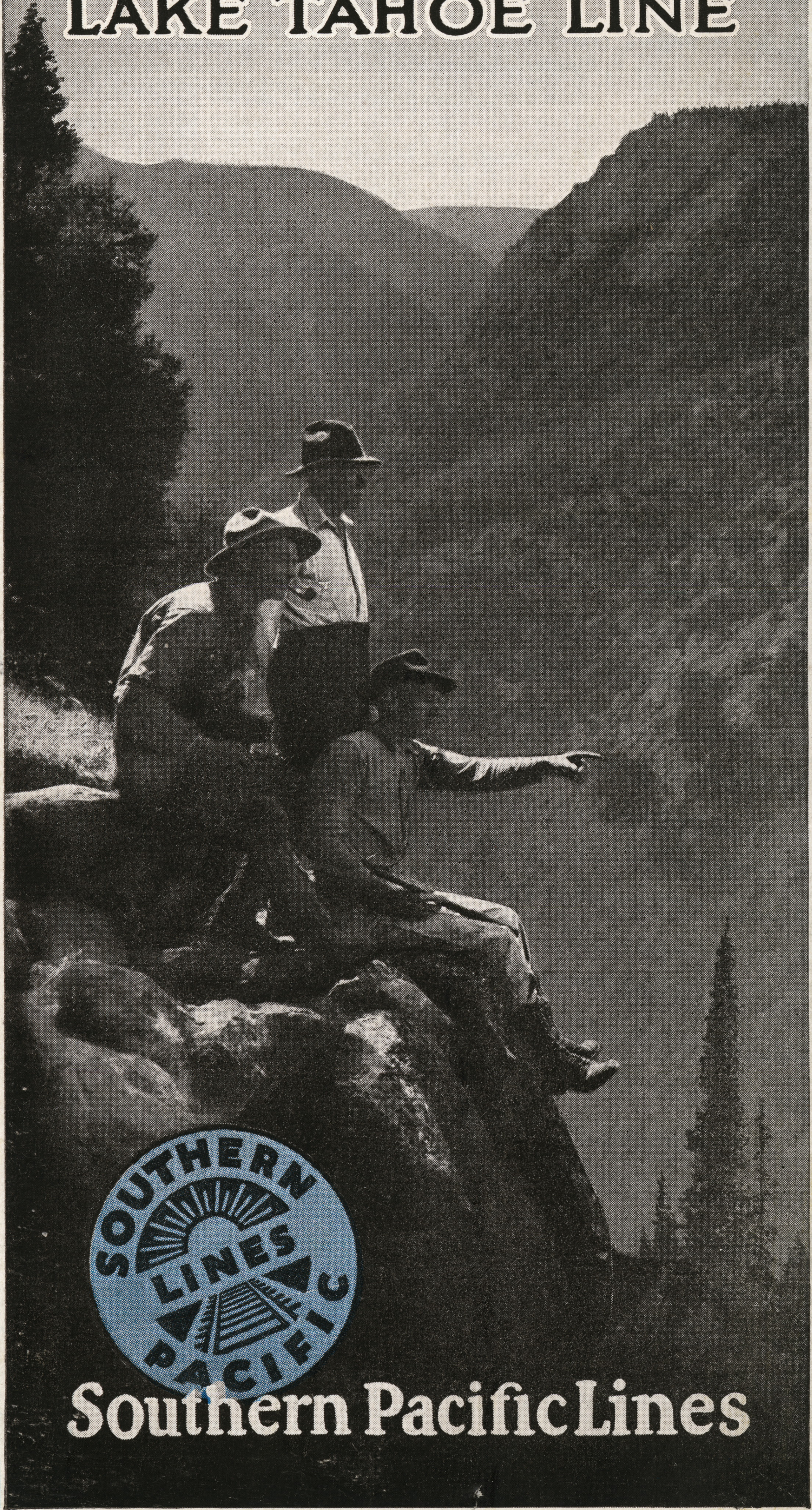

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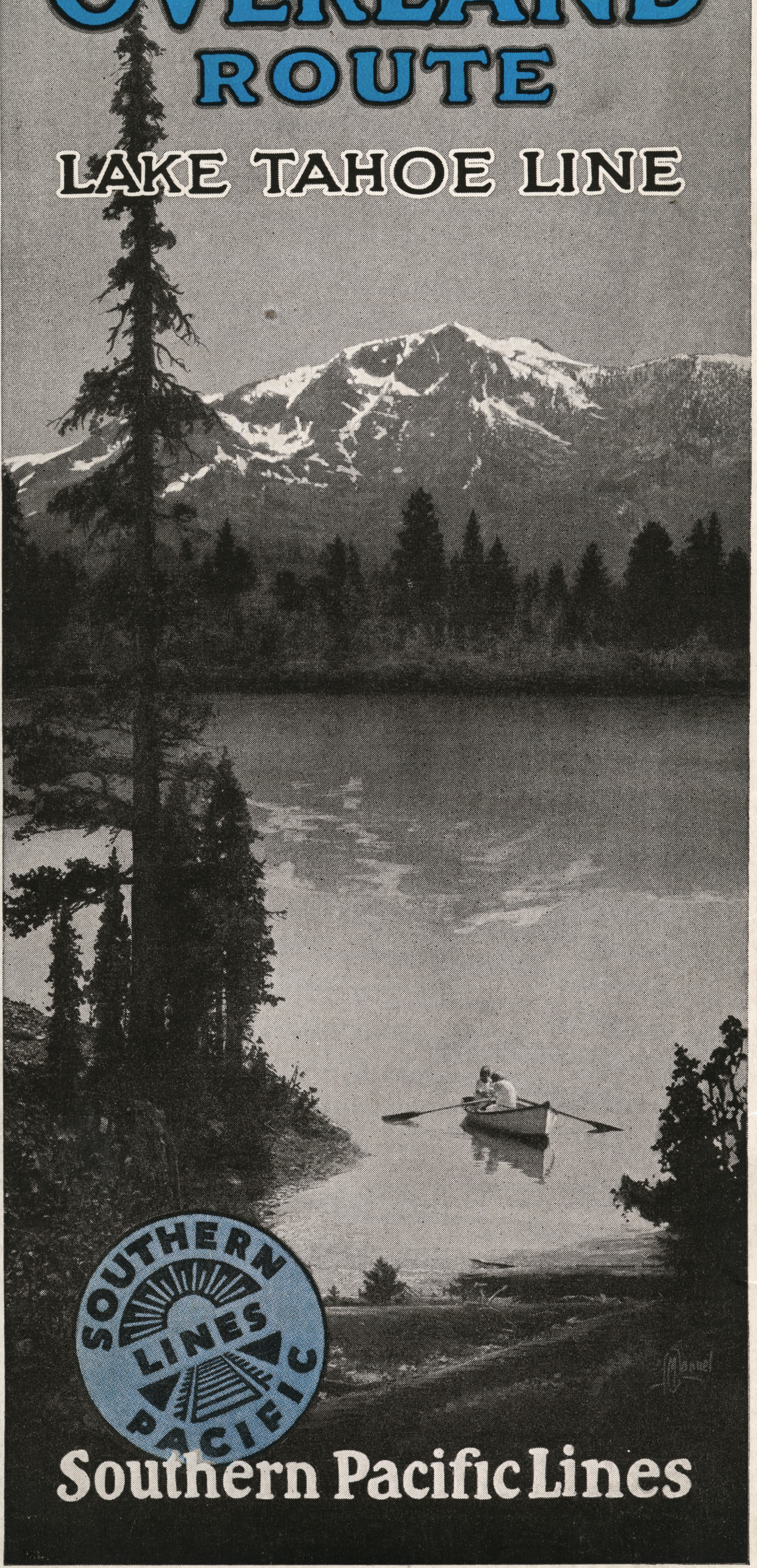

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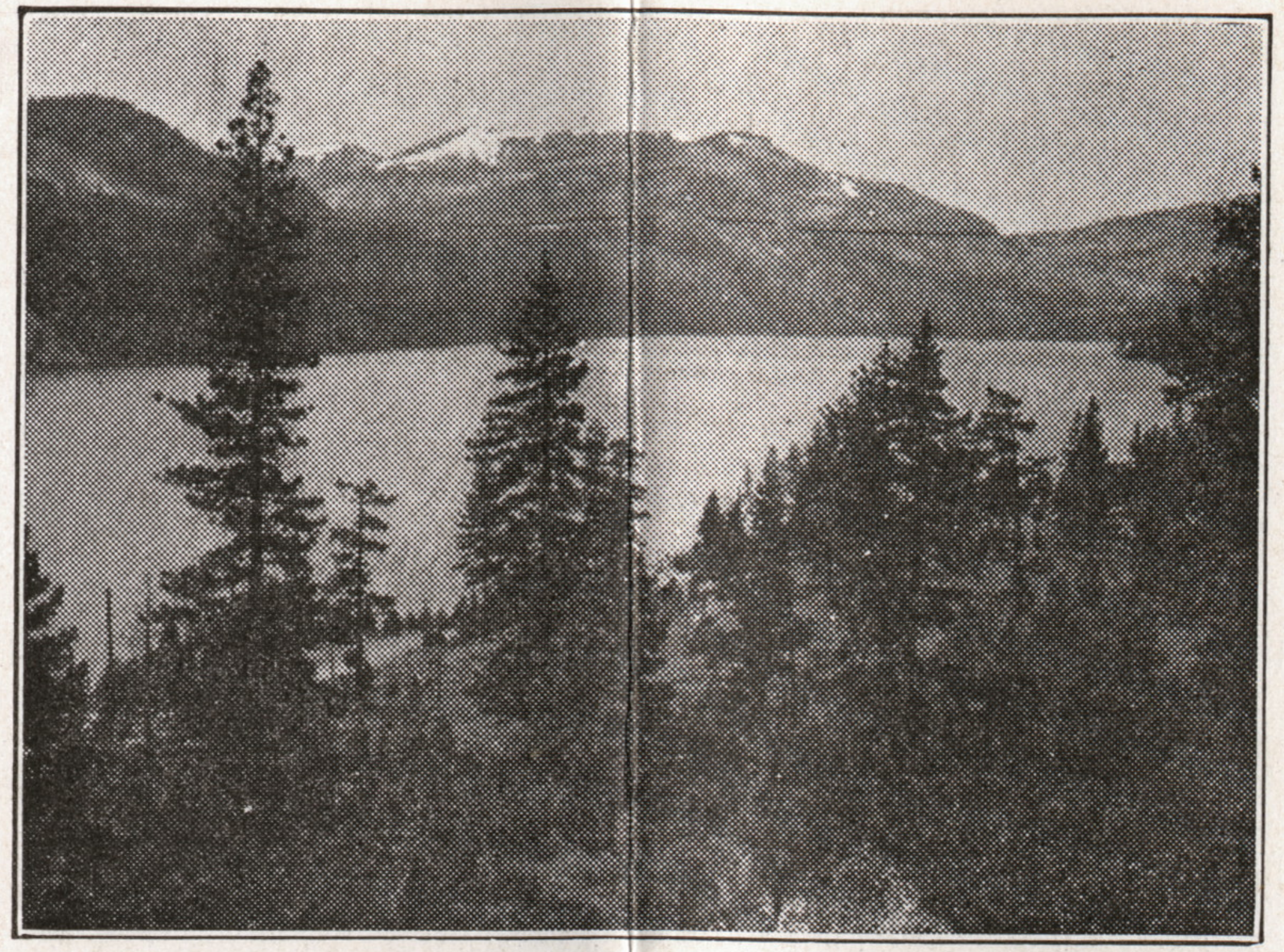
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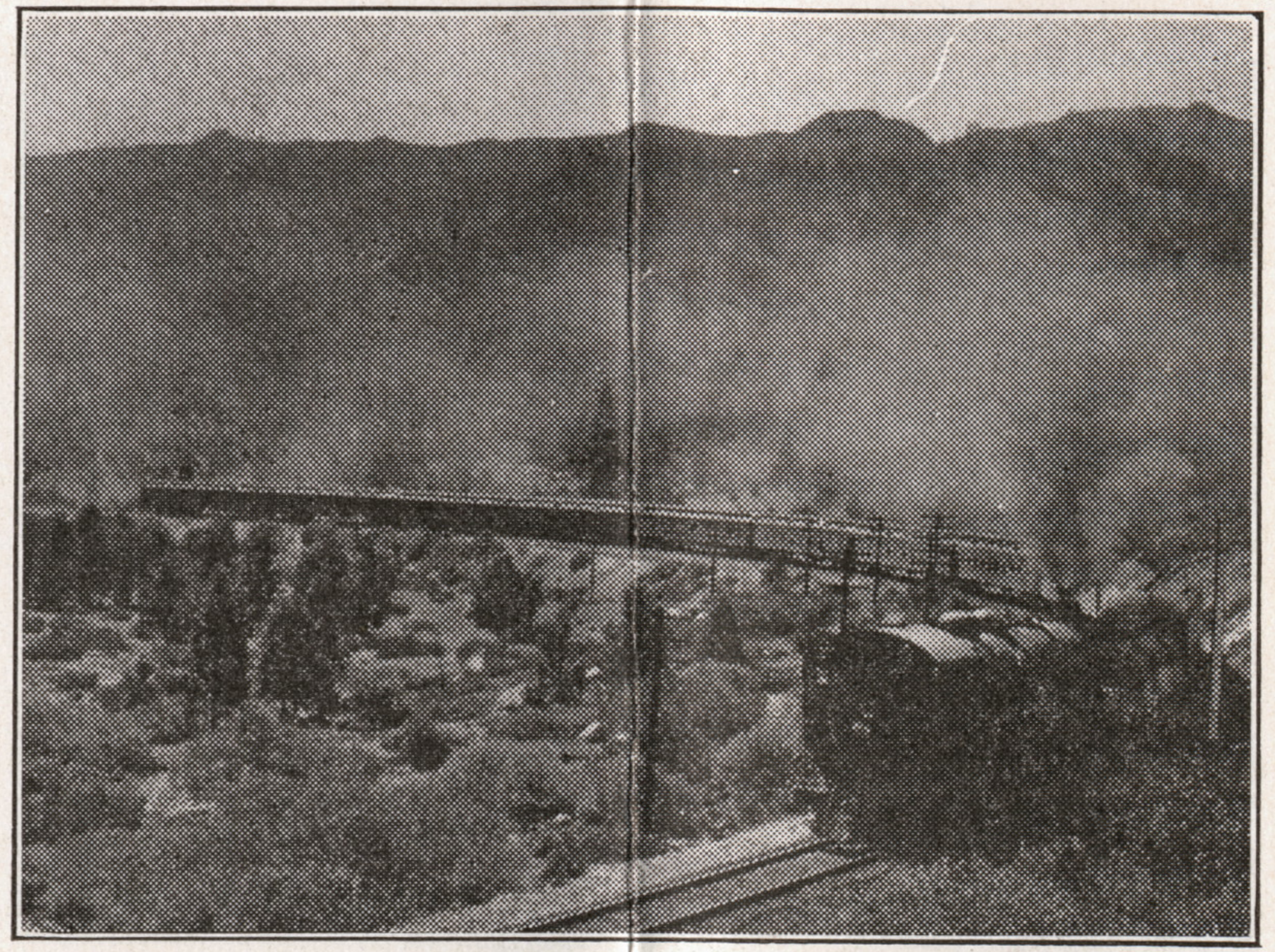
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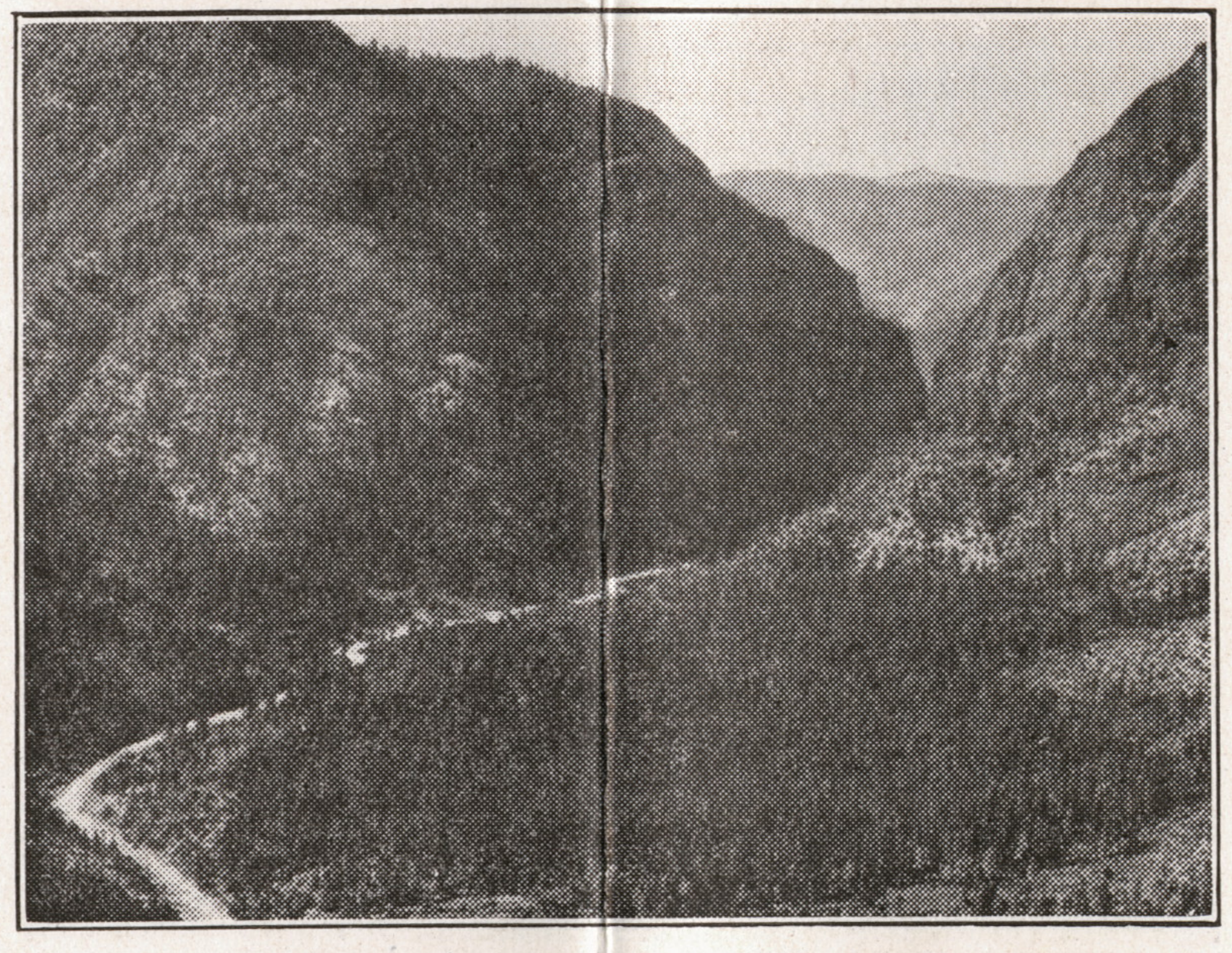
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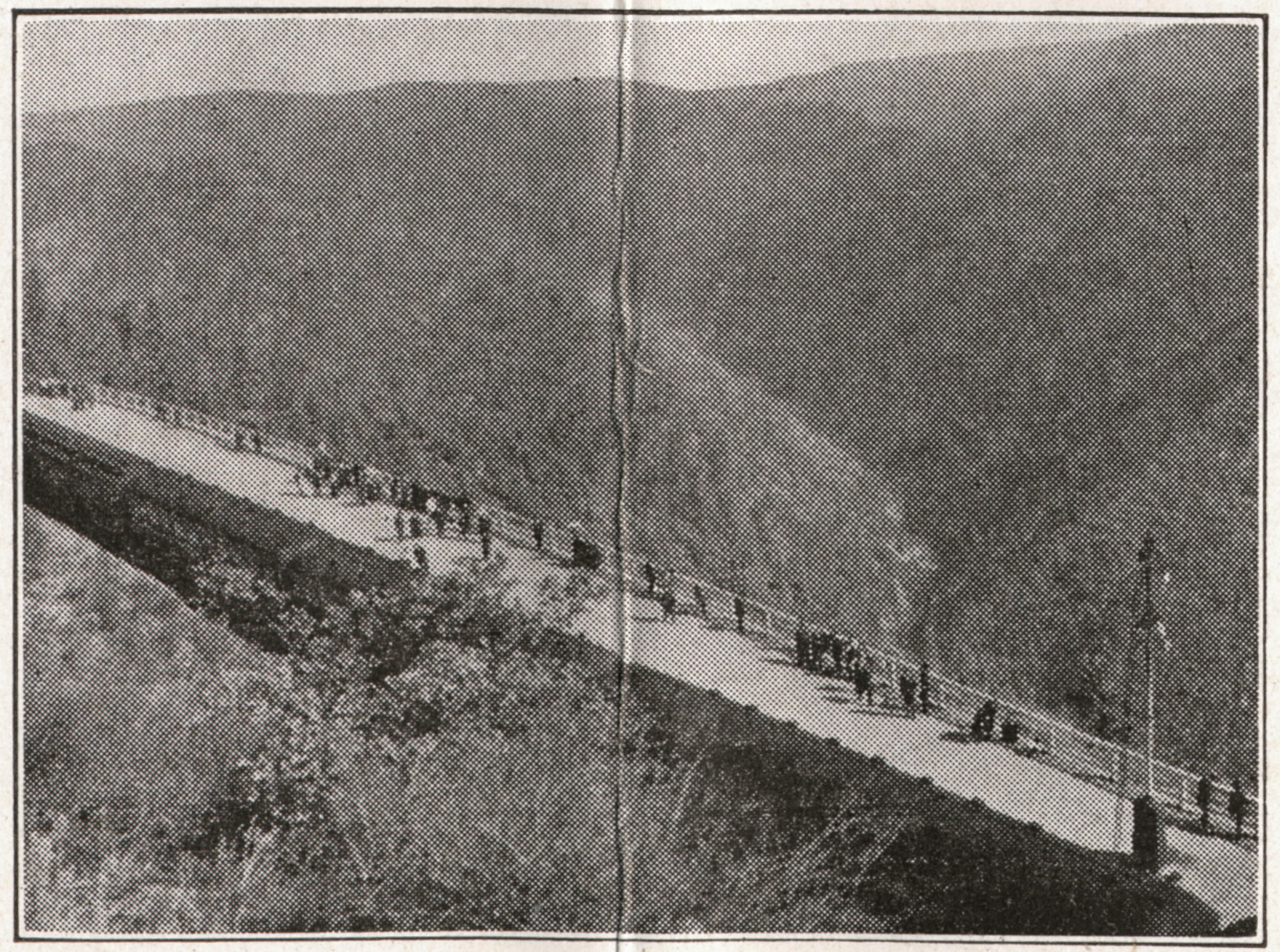
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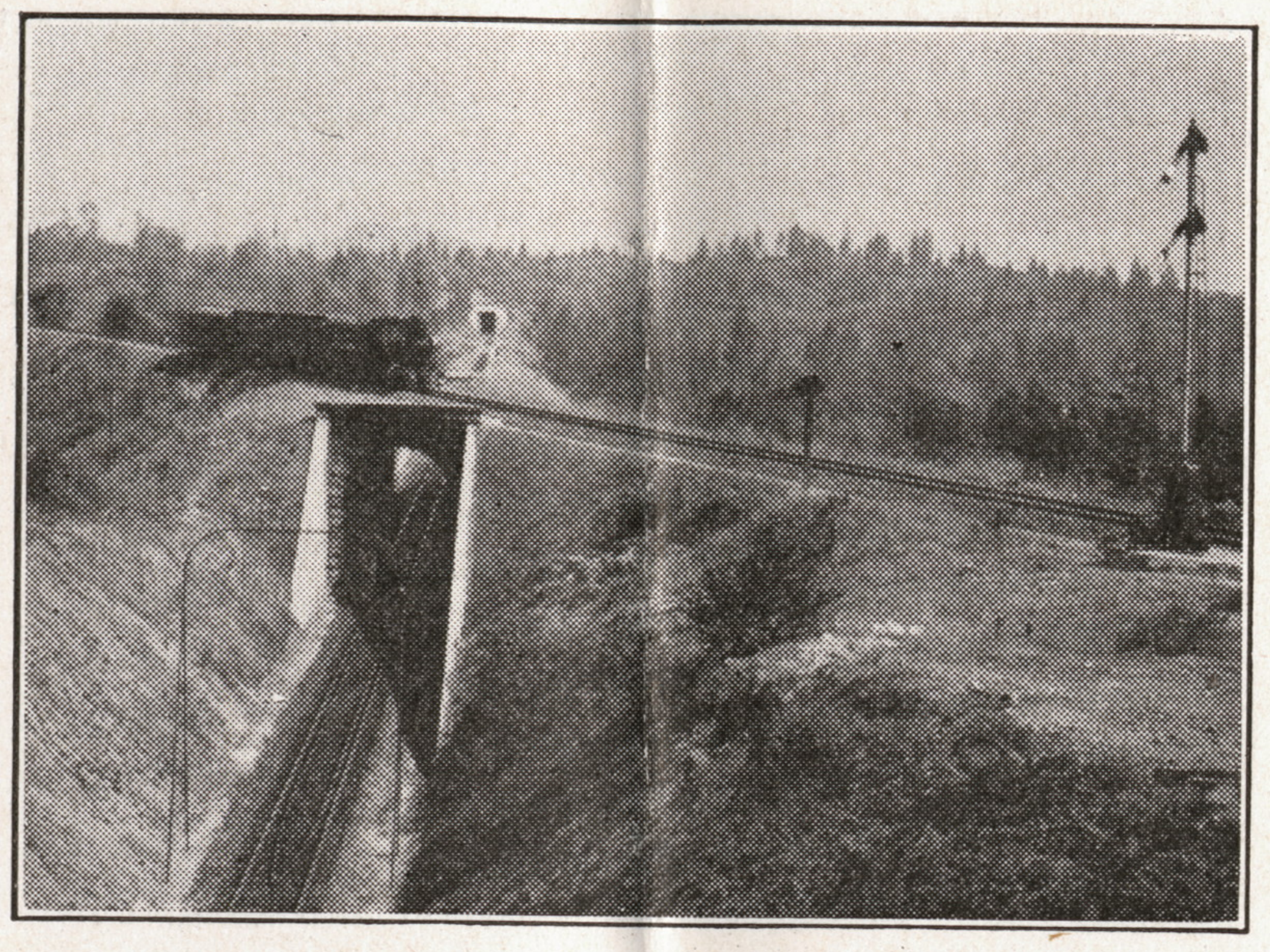
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To San Francisco 89 miles.

(Ten days' stopover allowed on all interstate tickets.) Capital of California, and seat of government of Sacramento County; the largest inland city of the state, one of its principal manufacturing cities, and the shipping point for a very large deciduous fruit region. Southern Pacific Lines' general shops are located here. It was here the first transcontinental railroad was planned and started. The city is situated on the east bank of the Sacramento River, one of the great waterways of the United States. This river is navigable for 75 miles above Sacramento.

The capitol building is an imposing structure, costing $3,000,000, situated in a beautiful park of thirty-five acres, which contains 120 varieties of trees from all regions of the world. There are many imposing public buildings and modern hotels. The residence section is adorned with a luxuriant growth of semi-tropic trees and plants.

Places of interest include the Crocker Art Gallery, containing one of the finest art collections in the West, and old Sutter's Fort, founded in 1839 by General John A. Sutter, who obtained a large grant in this region from the Mexican government. It is located in a public park bounded by Twenty-sixth, Twenty-eighth, K and L streets, and contains an interesting collection of pioneer relics.

A branch of Southern Pacific Lines extends eastward sixty miles to Placerville, a famous mining town founded in the glorious era of '49. Another branch line reaches south along the Sacramento to Walnut Grove, 25 miles.

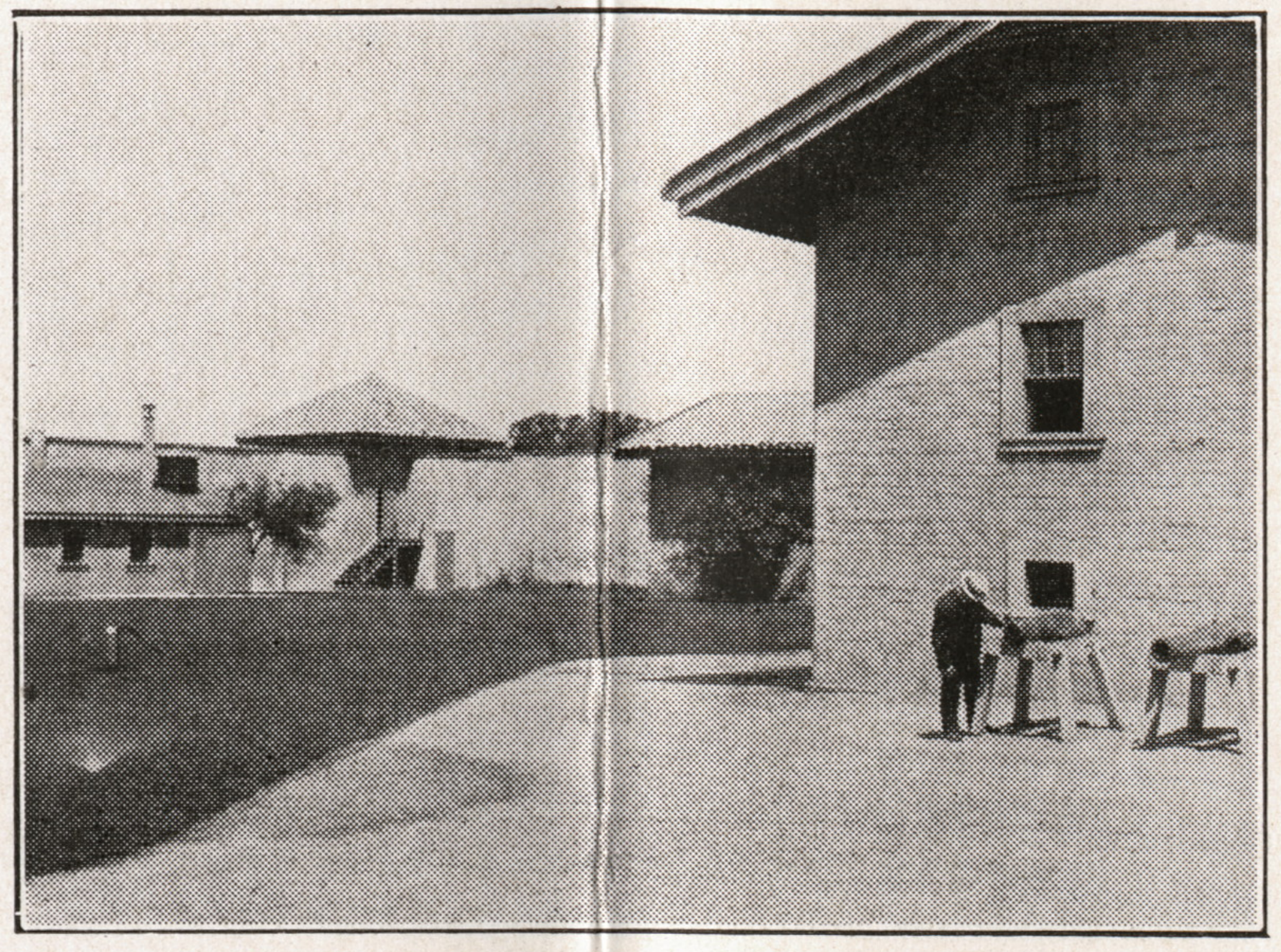
Leaving Sacramento, we cross the Sacramento River. The beautiful yellow flower that covers the fields between Sacramento and Davis is "Goldfield," a variety of Baeria Chrysostoma, to which family belong the sunflower and dandelion.

Davis—*Alt. 52. Pop. 1,900.*
To San Francisco 76 miles.

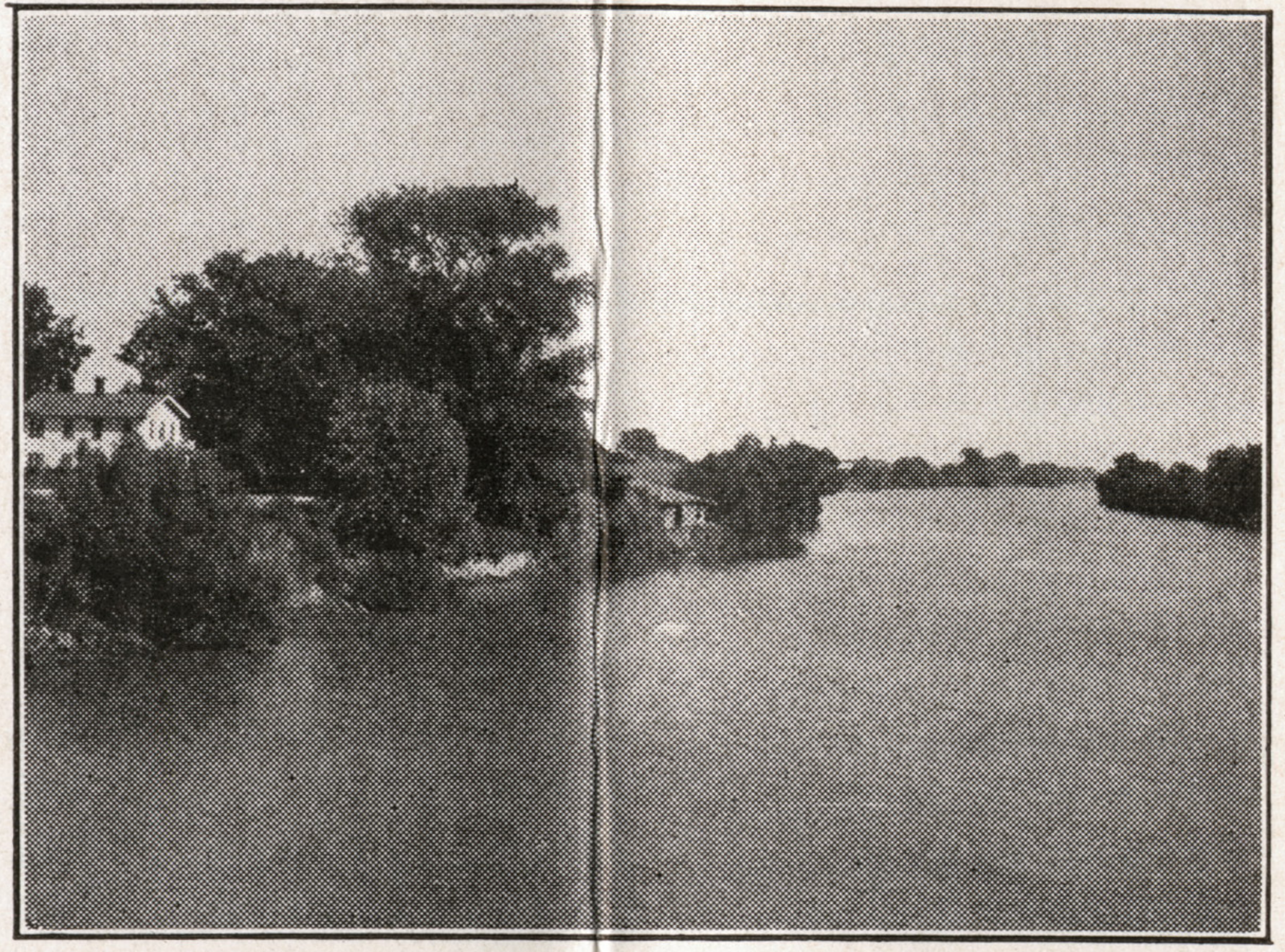
Davis, 13 miles southwest of Sacramento, is the junction with Southern Pacific's west side Sacramento Valley line from Tehama, part of the "Shasta Route." At Davis is situated the State Agricultural College farm of 780 acres, conducted by the University of California. Leaving Davis, the line runs southwest 44 miles through an agricultural area extending south 20 miles into the marsh lands bordering Suisun Bay—an expansion of San Francisco Bay—and the mingled waters of the Sacramento and San Joaquin Rivers. We pass the valley towns of Dixon (pop. 1,028), Batavia, Elmira and Suisun-Fairfield (pop. 2,100), in a rich farming country devoted to the growing of alfalfa, fruits and nuts. There are many green dairy pastures in these lowlands.

	ALTITUDE
Dixon	67
Batavia	67
Elmira	77
Suisun-Fairfield	12

State Capitol, Sacramento



Sutter Fort, Sacramento



Walnut Grove on Sacramento River

Dairy near Dixon, Calif.

Cherry Orchard, Vacaville, Calif.

Toward the bay are tule marshes which are declared by many sportsmen to be the finest duck-shooting grounds in America. Several gun clubs have their preserves in this region.

From Elmira, a branch of Southern Pacific Lines extends north 51 miles, through Vacaville, Winters, Madison, Esparto and Guinda to Rumsey, passing through a farming and fruit-growing section, including the fertile Vaca Valley, and the Capay Valley, which is watered by Cache Creek.

Fairfield, the county seat of Solano County, is situated directly north of the line at Suisun, the two practically forming one city. In the hills to the north is seen a large cement plant. From Suisun-Fairfield branch lines reach into the Napa and Sonoma Valleys, the former branch having its terminus at Calistoga and the latter at Santa Rosa. The Valley of the Moon, where Jack London lived, is in the Sonoma Valley. Tourists desiring to visit these fertile and picturesque regions may leave the main line either at Suisun-Fairfield or at Vallejo Junction, farther south.

Beyond Suisun-Fairfield on the main line we run south, across the Suisun marshes to Army Point, 19 miles, headquarters for the United States Army Signal Corps and Ordnance. The train skirts Suisun Bay for two miles to Benicia, on Carquinez Straits. Beyond the Contra Costa hills on the opposite shore rises Mount Diablo, elevation 3,896 feet.

Benicia—*Alt. 10. Pop. 2,693.*
To San Francisco 32 miles.

Was the capital of California in 1853-54. The old brick building which served as the Hall of Legislature is still standing and is now the Town Hall. You can see it from the train. There are tanneries and factories at Benicia, with deepwater frontage. Southern Pacific trains cross Carquinez Straits, one mile in width, from Benicia to Port Costa on the ferry boat CONTRA COSTA or the SOLANO, the largest train-ferries in the world, each capable of carrying twenty passenger coaches and four locomotives. The trains run on and off the great boats on aprons which rise and lower with the tide.

Port Costa—*Alt. 14. Pop. 805.*
To San Francisco 31 miles.

Junction for Southern Pacific's San Joaquin Valley lines. From Port Costa, where the largest ocean-going vessels load at docks, the railroad skirts the shore of San Francisco Bay to Oakland Pier, 27 miles, affording a sweeping view across the broad waters to the Marin County hills, Mount Tamalpias beyond. We pass several manufacturing towns with excellent transporta-